

70th Anniversary - 1936-2006



CINDERS

SEPTEMBER 2006



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Volume 67

Number 8

Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
Post Office Box 7302
Philadelphia, PA 19101-7302

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

MEETING NOTICE:

FRIDAY EVENING, SEPTEMBER 15, 2006

Faculty Club, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south of
Market East Station)

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
10th (\$4.00 after 6 PM) *(Please note that some of the above
parking prices have been adjusted and we will update them for a
future issue of Cinders.)*

For Philadelphia Chapter's meeting on Friday evening, September
15, 2006, we have secured an unusual program from the NRHS
Film Library. Entitled **Main Street U.S.A.**, the program is some
200 color slides of very vintage postcards from all across the
United States, including a number from our local area. This is a
neat way to look back at another era in the rail history of this
country.

The evening begins with our usual optional sit-down dinner in the
Faculty Club, Alumni Hall, Thomas Jefferson University,
beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER
RESERVATIONS ARE MANDATORY and MUST BE MADE
BY TUESDAY EVENING, SEPTEMBER 12, 2006 to Chapter
Secretary Marie Eastwood at 215-947-5769.** The menu for
September was uncertain at presstime, but will include salad, meat
or seafood entrée, vegetables, dessert, rolls and butter and
beverage. **N0-shows will be responsible for payment for meals
ordered!** *(Please note that meetings for the 2006-2007 year are
scheduled in the Faculty Club, on the second floor of the Alumni
Hall.)*

Looking ahead, our meeting on Friday evening, October 20, 2006
will feature noted Traction Historian Henry Elsner with films
dealing with trolley freight operations. Mark your calendars!!

**Philadelphia Chapter, NRHS
Board of Directors Meeting
Wednesday, September 13, 2006, 7:00 PM
Amtrak 30th Street Station
Passenger Services Conference Room
(See Extra List, Page 7 for directions)**

Strasburg Trip Postponed; Meetings on FP7's Scheduled

Because of a number of logistical issues, it has been
deemed in the best interest of the Chapter to postpone the proposed
September 30, 2006 excursion from Philadelphia's 30th Street
Station to Strasburg.

While the operational details regarding the trip had
been basically worked out with SEPTA, through whom the trip
would be operated, there remained a number of items which had
not been resolved as of August 18. With six weeks remaining until
the date of the excursion, the officers felt that there was not
sufficient time to both satisfactorily work through a couple of
items, including proper insurance coverage, in time to price and
promote the trip to be self-supporting. In addition, the September
30 trip date, available from the Strasburg Rail Road, is the date of
the Friends of the Railroad Museum Members Day at the Railroad
Museum in Strasburg, which would place a burden on the Museum
to handle both crowds.

While plans had been moving forward for the trip, there
remain some long-term hurdles to the ownership and operation of
FP7 #903. Our joint working relationship with Lancaster Chapter,
who owns the 902, is somewhat tenuous, with some officers of that
organization seemingly having lost a commitment to their
locomotive, the 902, because it has not recently generated revenue.

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**NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER, INC.**
Post Office Box 7302, Philadelphia, PA 19101-7302

Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

ANNUAL MEMBERSHIP DUES: \$37.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

EXCHANGE COPIES should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

Strasburg Trip (Continued from Page 1)

The Chapters had also been invited to display the units at the Railroad Museum of Pennsylvania during the summer of 2006, with 902 and 903 remaining in Strasburg until the September 30 trip, but logistical difficulties in moving the locomotives from Pocopson to Strasburg made that move virtually impossible in 2006.

To that end, a Board of Directors Meeting of Philadelphia Chapter will be held on Wednesday evening, September 13, 2006 (see *Extra List* in this issue) to discuss the 903, its storage location, and our relationship with the owner of the 902. Philadelphia Chapter's officers recognize the many years and hours of long, hard work that the Joint FP7 Committee members have put into the 902/903, and every option for a successful future will be explored through meetings to be held this fall. Updates will be provided in future issues of *Cinders* as well as at meetings.

In addition, there are difficulties with the present storage location for the 902 and 903 at Pocopson, PA on the East Penn Railway, regarding movement of the units in and out of that location. To gain access to Amtrak (and thus, SEPTA) in either direction, it requires movement over basically four railroads, and this has presented a serious obstacle to the Chapters.

The Chapter encountered all kinds of "red signals" in attempting to move the units for display at the Wilmington Transportation Festival last September. Most of those had been resolved and it was hoped to have the units in Wilmington this year, but then it was learned that, because of renovations taking place at the Amtrak station in that city, there would be no Delaware Transportation Festival in 2006.



Reading TrailPasses Follow-Up (Part 2)

Following up on pieces in July and August *Cinders*, sets of the six SEPTA TrailPasses from July commemorating the 75th anniversary of the Reading suburban electrification should be available sometime during September. However, because of the early deadline for this issue (August 25), full details had not been released by the SEPTA Transit Museum Store, the venue through which the sets will be available. Sets should be available for purchase both in person at the Store as well as by mail. Complete information should be in October *Cinders*.

Some Chapter members who work at SEPTA have proposed commemorative TransPasses to observe two significant events occurring during the year 2007: the 100th anniversaries of the Market Street subway-elevated from 15th Street to 69th Street Terminal, and the opening of the Philadelphia & Western from 69th Street Terminal to Strafford. Complete details will be provided as they are known.

"Trolley Freight Films"
with Henry Elsner
October 20, 2006 Meeting
Philadelphia Chapter, NRHS
Faculty Club, Jefferson Alumni Hall
1020 Locust Street, downtown Philadelphia

24 Enjoy Summer Dinner in Berwyn

A total of 24 Chapter members and guests enjoyed themselves at the annual Bill Wagner Summer Dinner on Friday, August 18 at the Main Street Café, on Lancaster Avenue in Berwyn, directly across from SEPTA's R5 Berwyn train station.

Those attending feasted on a spinach salad, entrees of Drunken Shrimp, The Main Filet, Chicken Saltimbucca or Sesame Seed Crusted Salmon. The meal was finished off with a delicious chocolate mousse for dessert.

Those present agreed that the sumptuous meal was one of the best in recent years, and the Chapter thanks Member Les Dean for his efforts in arranging the event.

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA TRANSIT

Governor Rendell's Transportation Funding & Reform Commission last month released a preliminary—and not very encouraging—report. Appointed by Rendell two years ago to recommend ways to maintain and improve the State's transit and highway systems, the Commission is headed by Transportation Secretary Allen Biehler. The initial report warned that more than \$1 billion a year in additional funding will be needed just to avoid cuts in transit service, maintain infrastructure and protect roads and bridges from further deterioration. It did not recommend any means by which the funds should be raised, such as privatization, service cuts, fare increases or new dedicated funding, but did confirm that SEPTA indeed has a serious budget problem. The Commission's final report, which is eagerly anticipated by SEPTA and other transit agencies, is due to be submitted to the Governor and the Legislature on November 15. The commissioners will hold a series of public meetings across the State this month, with the Philadelphia session set for 10:30 AM September 15 in the offices of the Delaware Valley Regional Planning Commission at Independence Mall West.

SEPTA last month carried out a major service shutdown of the Market Street elevated, to allow heavy work to proceed in the \$627-million reconstruction project. The 16-day outage lasted from the evening of Friday, August 11, to the morning of Monday, August 28, during which time shuttle bus service was operated for el riders between 69th Street Terminal and the 40th Street subway station. More—and hopefully shorter—shutdowns may be expected next year before the scheduled completion of the project in 2008. In August work finally began on the expansion of the Gulph Mills station on the Norristown High Speed Line. The enlarged facility is intended to ease the transfer between Route 100 trains and bus Routes 95, 123, 124 and 125—the latter three serving the King of Prussia area. New timetables for Route 100, trolley Routes 101-Media and 102-Sharon Hill and numerous suburban bus lines became effective on August 28.

Thus far, SEPTA has not attempted to impose a ban on photography at its stations or along its lines, as was the case with the abortive attempts at NJ TRANSIT and the NEW YORK CITY TRANSIT AUTHORITY. (Boston's MBTA has said that it prohibits on-site photography in spite of the fact that no such laws are on the books, and UNION PACIFIC recently announced that it would not allow photography at its passenger stations in the Chicago area. Both of these actions may be subject to legal challenges.) Lieut. James Metzger of the SEPTA police told a DVARP meeting in June that SEPTA's public response to threats of terrorism has been more restrained than in such high-risk cities as New York and Washington. But railroads and transit are still considered to be vulnerable targets, so SEPTA will investigate any

reports of suspicious activity along its lines. Metzger said that anyone—railfans, transit planners or others—intending to photograph at a particular SEPTA location might be wise to notify the SEPTA police in advance at 215-580-4487 to insure that they will not be disturbed.

The new 1,000-space multi-level parking garage at Frankford Transportation Center officially opens for business on September 5. The \$24-million structure originally was expected to open last fall. On Saturday, August 26, between 9 AM and 3 PM, all patrons of the Route 101 Media trolley enjoyed free rides, courtesy of the Franklin Mint Federal Credit Union which was celebrating the opening of a new branch office on State Street in Media. During the past few months SEPTA has been replacing rail on the Routes 101-102 trunk line between 69th Street Terminal and Lansdowne Avenue, and has installed new gates and flashing lights at grade crossings along Route 101. New York's METROPOLITAN TRANSPORTATION AUTHORITY has announced a \$25-million program to replace all subway car windows that have been damaged by vandals. With spray-painted graffiti now under control on the subway system, the young criminals have turned to defacing windows and doors with acid or knives (dubbed "scratchiti"). MTA said the windows will be coated with a layer of Mylar polyester that can easily be removed if defaced. All new subway cars will have factory-installed Mylar (*Weekly Rail Review*).



SEPTA REGIONAL RAIL

The Inquirer last month reported that SEPTA's proposed Schuylkill Valley Metro rail line to Reading is "dead in its tracks." In his eulogy, Governor Rendell said simply that the \$2.1-billion project "isn't going to happen" because "we'll never get the (Federal) funding." Rendell had set up a task force, headed by Transportation Secretary Biehler, to see what could be done to revive SVM—or MetroRail as it came to be known. That group appears to have given up the ghost. But Congressman James Gerlach of Chester County, an ardent SVM backer, declared that Rendell was premature in sounding the project's death knell. Gerlach is forming a new group to study alternative ways of funding SVM, which he said could be scaled back from the existing "Cadillac" proposal. As originally conceived, the 62-mile route was to be electrified and follow CONRAIL's former Reading (now NORFOLK SOUTHERN) mainline between Norristown and Reading, with access to Philadelphia via SEPTA's R6 Norristown and Cynwyd lines. The SVM concept dates back nearly ten years to the administration of former SEPTA General Manager Jack Leary and has been the subject of numerous consultants' studies.

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PHILADELPHIA EXPRESS

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Locomotive engineers on the Railroad Division have ratified a new five-year contract with SEPTA, thus avoiding the decision of a presidential emergency board which was looking into the year-long dispute (see August *Cinders*). The new contract gives the 195 members of the Brotherhood of Locomotive Engineers & Trainmen an annual wage increase of three percent, and employees will contribute the same one-percent of their salary for the first 40 hours per week as was agreed to last year by the Transport Workers Union. The BLET said that SEPTA engineers on average work 62 hours per week, which with overtime payments will boost their annual wages into the \$95,000 range. Under the new contract, maximum hourly pay will increase to \$30.10 after 15 years of service.....The United Transportation Union representing SEPTA conductors also has ratified a similar four-year deal.....DVARP has published ridership information for the three Regional Rail stations in center city for the year 2005. During weekdays, average boardings at Suburban station were 21,893, at Market East 11,848 and at 30th Street 8,589, with Suburban Station accounting for 52 percent of the total. These figures, of course, do not include passengers riding through the tunnel who do not use any of the three stations.

The investigation by the National Transportation Safety Board continues into the July 1 collision on SEPTA's Warminster Line in Abington Township (see August Cinders). Reportedly, the employee operating southbound train #1143 had only 11 days of experience as a fully-qualified engineer at the time of the accident. SEPTA said that he has been suspended with intent to dismiss, after it appeared that his train passed a stop signal and ran through a switch at "Grove South" interlocking in Willow Grove. Silverliner III #224, the lead car of #1143, derailed and nearly dropped down the embankment at the accident site during the rerailing operation. Its fate has not yet been determined, but because of the damage it suffered #224 is unlikely to return to service Sperry rail detector car #129 last month paid a return visit to SEPTA's Railroad Division. The car, built by St. Louis in 1925 as Lehigh Valley Railroad #29, is one of the vanishing breed of doodlebugs which Sperry is gradually replacing with hi-rail vehicles (Larry Eastwood).

Earlier this year the Gannett Fleming consulting firm submitted a 25-page "Quakertown-Stony Creek Passenger Rail Restoration Business Plan" to the Bucks County Transportation Management Association. The plan holds out hope for an eventual commuter rail service from the Quakertown area to Norristown via the SEPTA-owned (ex-Reading) Bethlehem and Stony Creek branches, with the ultimate objective of through service to Philadelphia. But Phase 1 of the plan proposes a shuttle service using self-propelled diesel rail cars between Quakertown and Lansdale, with connections to SEPTA's existing R5 service to Philadelphia. A Federal earmark of \$300,000 was arranged by Bucks County Congressman Michael Fitzpatrick with the local match provided by Bucks and Montgomery Counties. The current effort is a follow-up to the "Quakertown-Stony Creek Rail Restoration Study" released in 2000.....Midday busing on the R2 Warminster Line between Jenkintown, Glenside and Warminster will continue through November, to allow for trackwork and brushcutting.....In the last issue of *Cinders* we said that a new combined timetable between Philadelphia and Jenkintown-Glenside would be issued August 6. The folder was not available the first week, but finally did appear.

More bad weather plagued SEPTA and AMTRAK in late July and early August. Severe storms on the afternoon of Saturday, July 22, delayed many trains, as lightning struck "Phil" interlocking in Southwest Philadelphia and a washout near West Trenton caused some R3 trains to be annulled or delayed. Thunderstorms on the night of Thursday, July 27, caused numerous signal problems, disrupting some service the next day. Then a streak of brutally-hot days forced both SEPTA and Amtrak to impose heat-related speed restrictions during certain periods. The official temperature in Philadelphia reached or exceeded 90 degrees for 11 consecutive days beginning on July 27 (the high temperature was 98 degrees each day from August 1 to the 3rd). During the afternoon rush on Tuesday the 1st, catenary power was lost intermittently for about half an hour on the Reading side of the system, and a host of delays ensued.....But the most disturbing incident was an apparent suicide near Pennbrook station, on the R5 Lansdale-Doylestown line. At 8:11 PM on Wednesday, August 23, the engineer of northbound train #586 reported striking a male trespasser. Northbound trains were turned back at Gwynedd Valley and buses substituted for North Wales, Pennbrook and Lansdale-bound passengers. Police finally released the scene at 10:15 PM after the body was removedFive days earlier, R5 train #585 was delayed at St. Davids station by a mentally-ill female lying in the gauge of the #4 track. The engineer placed the train in emergency, stopping short of the trespasser who later was removed by police.

AMTRAK experienced signal failures at "Downs" interlocking in Downingtown on July 25 and 27, delaying a number of Harrisburg and R5 Thorndale trains. Catenary and signal power problems cropped up on several days during the first weeks of August. A handbrake chain wrapped around an axle on MU #297 stalled the single-car Cynwyd train #7683 in the middle of "Zoo" interlocking at 5:30 PM on Monday, July 31. This breakdown caused a "chain reaction" of delays through the center city area with more than 50 SEPTA trains delayed anywhere from six to 85 minutes. A diesel was called to pull the crippled car to 30th Street, where the chain was removed. On Wednesday, August 9, a compressor failure on AEM-7 #2301 caused a 22-minute delay to R5 push-pull train #9559. At 10:15 AM on Friday, August 4, R5 train #517 reported several damaged pantographs on #4 track west of Malvern. Service to Thorndale was suspended for an hour until power was restored using #1 track in both directions. The #4 track was reopened around 5 PM. On the evening of Tuesday, August 15, two R6 trains were delayed when westbound NS train 17G moving north on SEPTA track stopped in "Kalb" interlocking at Norristown. Because of train interference the NS dispatcher for 20 minutes was unable to let the freight proceed to "Norris" on the other side of the Schuylkill River.



AMTRAK finally is going to the mat with the freight railroads whose apparent lack of concern has led to hundreds of "absurdly late" trains. Last month Amtrak's senior vice president operations, William Crosbie, wrote to UNION PACIFIC's executive vice president operations, Dennis Duffy, demanding an immediate improvement in UP's handling of Amtrak trains. Crosbie cited some stunning statistics: in July, 97 percent of the 211 long-distance trains operated primarily over UP lines arrived late at their final destinations, 84 percent of them more than two hours late, 74 percent over three hours late and 66 percent more

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PHILADELPHIA EXPRESS (Continued from Page 4)

than four hours late! Some 67,000 passengers were aboard the UP-hosted trains that arrived more than four hours behind schedule, with the result that “damage to Amtrak’s brand, reputation and repeat business is immense.” Crosbie also charged that nearly 90 percent of all the delays incurred by Amtrak trains operating on UP in July were “from causes attributable to UP”—principally slow orders and dispatching failures. “UP’s encroachment on Amtrak’s contractual and statutory rights reached a point this spring where Amtrak had to initiate a contract arbitration over our right to operate, in which Amtrak prevailed by a unanimous 3-0 vote of the arbitrators...Each of the four Amtrak long-distance routes operating on UP is in violation of these clear contractual obligations.” In demanding “immediate corrective action,” Crosbie pointed out that the “responsibility for operating Amtrak trains with minimal delays over UP rail lines is clear in both Federal law and in UP’s operating agreement with Amtrak...If our two companies cannot improve Amtrak’s performance on UP it is an invitation for government to solve our performance problems for us, an outcome neither of us wants to see happen.”

Earlier, in July, AMTRAK Acting President David Hughes and Crosbie met with top operating officials at CSX to press their case for improved performance. CSX’s record in handling Amtrak trains is not as bad as UP’s, but it is far below the standards set by BNSF, NORFOLK SOUTHERN and CANADIAN NATIONAL. This may be the first time of which this writer is aware that Amtrak has hinted at legal action against the bad-actor carriers, as a means of enforcing the original Amtrak law which requires that passenger trains be given preference over freights except in emergency situations. As reported here last month, the National Association of Railroad Passengers on July 12 sent a letter to Chairman W. Douglas Buttrey of the Surface Transportation Board, urging him “to take every action you can—including but not limited to, investigation and public hearings—to bring about improved performance” of Amtrak trains on the lines of freight railroads. “Our members are increasingly alarmed at the on-time performance of many Amtrak trains operating on tracks of the freight railroads—especially CSX and UNION PACIFIC,” said NARP Executive Director Ross Capon. He charged that both CSX and UP have corporate cultures that view Amtrak as a “costly nuisance.” Copies of the letter went to Acting Secretary of Transportation Maria Cino, Federal Railroad Administrator Joseph Boardman and to members of Congress. The letter brought strong support from Capitol Hill and from state DOT officials concerning services which they help to fund, and Amtrak said it “generally agrees” with NARP’s views (NARP, *Traffic World*).

Railway Age reports that Philadelphia’s Bennett Levin has joined forces with a government affairs consultant, Tim Gillespie, to form a PAC (political action committee) focused specifically on the interests of rail passengers. Passenger Rail Today is described as “the first PAC ever to be established with the sole objective of supporting candidates for Federal office who have made the preservation and expansion of a national rail passenger system a priority”.....Those electrical outlets on Acela Express trains used for laptop computers, etc., are back in service. They were disconnected in July because of a problem with short circuits (see August *Cinders*)The new Amtrak vacations booklet is now available as a new company, Yankee Holidays, has taken over the program. It had been cancelled in 2003 after the previous operator went out of business.

The brochure also revives the popular air-rail program, which allows a passenger to go by train in one direction and fly in the other (NARP).....AMTRAK Mobile is a new program which allows customers to access its website, make reservations or check schedules from wireless devices such as a Web-enabled cell phone or a Blackberry.

AMTRAK’s mechanized Track Laying System has completed its work on the Harrisburg line for this year, putting down new welded rail and concrete ties on the #2 and 3 express tracks from Paoli to Overbrook and then on #1 and 2 from Overbrook to “Zoo.” After that was done, the TLS installed new rail and ties on both #1 and 4 tracks of the 36th Street Connection from “Zoo” to just west of the High Line overhead bridge, before moving south to work on the Corridor near Chester. The quarter-mile-long machine will return to Paoli next year to rebuild tracks #1 and 4 to Overbrook under a contract with SEPTAAMTRAK and many transit agencies stepped up police and K-9 patrols last month after the news broke that British police had disrupted a terrorist plot to blow up U.S.-bound planes over the Atlantic. Immediately after the threat became known on August 10, Amtrak said its bookings rose 26 percent over the year-ago date as customers sought alternatives to air travel. Calls to Amtrak’s customer service centers rose 14 percent after airports became snarled due to tight new security rules. In contrast to the airlines, Amtrak does not normally screen luggage or require passengers to arrive hours before departure (*Trains*).....AMTRAK has given its original F40PH locomotive a new lease on life. Built by EMD in 1976, #200 has been converted into non-powered cab unit #90200 (*Railfan & Railroad*).



**CSX, NS,
OTHER ROADS**

In the latest round of the battle concerning the movement of hazardous chemicals through the District of Columbia (see June *Cinders*), a \$1-million study is underway to explore the possibility of a new rail route around the City. Paid for by the Department of Homeland Security, the study will determine the feasibility of building a bypass line or of upgrading existing lines to handle the detour traffic, at a cost estimated to exceed \$1 billion. Last year the Washington City Council—fearing a possible terrorist attack—passed an ordinance prohibiting CSX from moving certain dangerous chemicals over its ex-Pennsy RF&P Subdivision, which passes within a few blocks of the U.S. Capitol and other government buildings. A Federal district judge agreed but CSX and the Department of Transportation convinced an appeals court to stay the order, on the grounds that only the Federal government has the power to regulate interstate commerce. Since then, the press has reported that CSX is voluntarily rerouting tank cars which contain the most volatile chemicals, while it continues to oppose the DC effort and possible Federal legislation on the subject. If the Washington ban eventually prevails, several other U.S. cities—including Philadelphia—have indicated that they may enact similar restrictions.

PHILADELPHIA EXPRESS (Continued from Page 5)

We note in the November 1997 issue of *Cinders* that CSX wanted to increase the clearances on its 90-mile Philadelphia Subdivision between Baltimore and Philadelphia. This would enable it to handle double-stack container trains from the Port of Philadelphia to the West. But the plan seemingly was dropped because today only conventional trailers and single-stack containers can be handled on the line, partly due to the restricted clearances in Boone tunnel near Darby. The ex-Reading Trenton Subdivision through Philadelphia also is restricted against double stacks due to low bridge clearances. Thus, the only way that CSX can move double-stack containers into and out of Philadelphia is via NORFOLK SOUTHERN's Harrisburg and Morrisville Lines via Abrams yard near Norristown, then over the Trenton Sub between Woodbourne and North Jersey. Daily intermodal trains Q190 and Q191 follow this circuitous route.

CSX plans to expand its communications-based train management system (CBTM), which uses global positioning satellites to determine a train's location and speed. The system also will intervene if a train is traveling faster than its authorized speed or is about to enter a track without permission. CBTM has been tested on a 120-mile line segment in the South, and CSX now plans to install it on all signaled lines as well as on non-signaled lines that carry at least five million gross-ton-miles of traffic per year (*Weekly Rail Review*).....NS last month debuted its "Modal-X" door-to-door intermodal service, which allows a customer to request next-day pickup or delivery through NS's trucking subsidiary, Thoroughbred Intermodal Services (*Weekly Rail Review*).....CSX has announced that from now on it will be more restrictive in allowing industries to install sidings which connect with its mainlines. The objective is to reduce the amount of switching that local crews must do while occupying the main tracks, in order "to keep through trains from having to stop." CSX said that it would encourage developers to locate away from the mains and to build industrial spurs where the switching can be handled (*Traffic World*).

The dream of boring new twin tunnels under the Hudson River to Manhattan (see April *Cinders*) is looking more and more like it may become a reality. The \$7-billion project is a major part of the ARC program, for "Access to the Region's Core." The tunnels, lying to the south of AMTRAK's existing century-old tubes, would lead to a new NJ TRANSIT station at 34th Street adjacent to Penn Station. A connection between the new tunnel and Penn Station also would be built, adding flexibility to the joint operations of NJT and Amtrak. To be known as the Trans-Hudson Express (THE) tunnels, they would allow up to 500 additional trains to enter and leave Manhattan each weekday, a 50-percent increase over the 1,000 trains which NJT, Amtrak and LONG ISLAND RAIL ROAD now operate into and out of Penn Station. Several big players have signed onto THE, including the Port Authority of New York & New Jersey which pledged to contribute \$2 billion to the project, while the Federal Transit Administration has okayed a preliminary engineering study. This led the NJT board to approve an engineering contract for the new tunnels, as well as for replacement of the ancient, trouble-prone Portal drawbridge on Amtrak's Northeast Corridor in the Jersey Meadows (NARP, *Railway Age*).

NJ TRANSIT announced last month that it will further expand its train storage and maintenance yard in Morrisville. The expansion will permit the storage and running repair of another

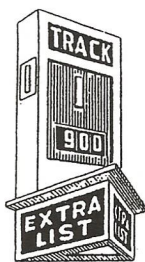
130 cars for its busy Northeast Corridor commuter line. A new wheel-truing facility also will be built at Morrisville (*Weekly Rail Review*).....NJT has awarded an \$8-million contract to MotivePower Industries of Boise, ID, for the conversion of five GP40FH-2 locomotives into "clean-diesel" switchers. The rebuilt units will meet the Federal Tier 2 emissions standards and be more fuel-efficient. Once they are in service next year, NJT will retire its four SW1500 switchers (*Railpace*).....NJT has begun reconstruction of the original clock tower at its ex-Lackawanna Hoboken Terminal. The tower had been removed in 1950. Its replacement is part of a \$54-million renovation of the historic terminal that will return it to its original appearance, including five of the six ferry slips (*Weekly Rail Review*).

A fire in the undercarriage of an eastbound PATCO train around 5:15 PM on Tuesday, August 15, forced the evacuation of about 300 passengers in the tunnel near the City Hall station in Camden. Normal service was restored about 2-1/2 hours later. The official explanation from PATCO for the rare equipment failure was that during routine maintenance a restraining chain used to hold the truck bolster in place was not removed when the car returned to service. During the incident the chain dropped onto the third rail, causing an electrical arc that created smoke and flames under the fifth car of the six-car train. PATCO immediately had its entire fleet inspected, with no problems found, and was reviewing the maintenance logs for that car.....James S. Simpson was sworn in last month as head of the Federal Transit Administration, succeeding Jennifer Dorn. He had previously served on the board of the METROPOLITAN TRANSPORTATION AUTHORITY in New York.

Record revenues and traffic volumes for the rail freight industry continue, promising that U.S. Class I railroads will top \$60 billion in revenues and \$8 billion in net income this year (*Traffic World*).....The United Transportation Union, unhappy with the railroads' intention to push forward on the issue of one-person train crews, is threatening to ally itself with captive shippers in their long-running efforts to increase rail competition. This would mark a major change in strategy for rail labor, which in the past usually has lined up with the industry on political issues (*Traffic World*).....This month's *Railpace* Newsmagazine contains an article entitled "Little Blue, John Nolan's shortline empire," by Dale Woodland. It details the web of shortlines that Nolan has assembled over the past 14 years, all of them in eastern Pennsylvania and northern Delaware. From a single two-mile line (BRISTOL INDUSTRIAL TERMINAL) and one locomotive in 1992, Nolan has built an "empire" of ten railroads, 100 miles of track and 17 locomotives in 2006.

It now appears that the NRHS national office will not need to relocate from its present quarters at 17th & Arch Streets in Philadelphia. There had been talk that the owners of the Robert Morris Building wanted to convert it to condominiums, but the softening real estate market has apparently changed all of thatNEW YORK CITY TRANSIT AUTHORITY plans to experiment with a "contactless" smart card fare collection system on a portion of its Lexington Avenue subway. The system, dubbed "Tap & Go," will be the first transit application of MasterCard's PayPass technology, which will be used at turnstiles equipped with tag readers at 30 stations on the Lexington Avenue line (*Railway Age*).....*Railpace* reports that by 2012 a new coal-fired power plant may be built along the Delaware River north of Paulsboro, NJ. Apparently the coal would be shipped in by water, even though CONRAIL's Penns Grove

(Continued on Page 8)



SEPTEMBER 12, 2006: "A Town is Born", presentation of the Lansdale Historical Society at Lansdale Parks & Recreation Building, Seventh Street and Lansdale Avenue, Lansdale, PA, 7:30 PM. The program will center on the impact of railroad service on Lansdale and the surrounding communities, up through the 1940's. See short article elsewhere this issue.

SEPTEMBER 13: Philadelphia Chapter Board of Directors' Meeting, 7:00 PM – 8:30 PM. Please note new meeting location: Amtrak Passenger Services Conference Room, Amtrak 30th Street Station, Philadelphia. To access the Conference Room, turn left at Corridor at rear of station, walk past the Men's Room to door on left hand side. Members are always welcome to attend. This meeting will focus on the future of the FP7 diesel locomotives.

SEPTEMBER 15: Regular monthly members meeting of Philadelphia Chapter, NRHS. See meeting notice on Page 1.

SEPTEMBER 16: "Lakes Region Redux" rail excursion between Meredith and Concord, NH, over the Winnepesaukee and New England Southern Railroads, sponsored by Mass Bay RRE. Floodwaters in the spring prevented a prior excursion from covering all this trackage. Train originates at Winnepesaukee Railroad headquarters in Meredith, NH at 10:00 AM, returns about 5:00 PM. Train capacity is limited, with coach tickets priced at \$69 adults, \$49 children under 12. Optional box lunch \$8 each. Parlor car may be available. For information, contact Mass Bay RRE at P. O. Box 4245-BV, Andover, MA 01810-0814. Telephone inquiries may be made to 978-470-2066 or E-mail to: trips@massbayrre.org.

SEPTEMBER 16-25: "Green Mountain & Pocono Express" excursion aboard historic Pullman sleeper-lounge **Dover Harbor**, sponsored by Washington, DC Chapter NRHS. Enroute from Washington, DC, car will join an all-private-car special train at Albany-Rensselaer, NY, enroute to St. Albans, VT, then to the annual convention of the American Association of Private Railroad Car Owners, scheduled for September 21-23 in Scranton, PA. Train will return to Washington on September 25. All-inclusive fare for the entire trip is \$2,899 per person but individual one-day segments are also available, with much "rare mileage" in the schedule. Passengers may board the car at 30th Street Station, Philadelphia, at the rear of a regular Amtrak train, enroute to Albany-Rensselaer. For information, telephone 703-273-8440 (website: www.dcnrns.org).

SEPTEMBER 17: Public meeting of Tredyffrin Easttown Historical Society, at Easttown Library and Information Center, 720 First Avenue, Berwyn, PA 19312, 2:00 PM. Chapter Member Jim Brazel will present program entitled "Downingtown to Bridgeport: the Reading Railroad's Chester Valley Branch". Numerous photos will be exhibited. Jim grew up in Bridgeport in the 1940's and 1950's, documenting this 21-mile line. Admission: \$3.00 adults, \$1 students.

SEPTEMBER 21: Special steam excursion operated by Steamtown National Historic Site from Scranton to Delaware Water Gap, PA and return via ex-Lackawanna mainline, leaving Scranton at 8 AM and returning at about 4:45 PM. This is an event for the AAPRCO national convention (see preceding item) but a limited number of tickets will be available to the public. Fares: \$100 adults, \$75 seniors (60 and over), \$50 children (12 and

under). Tickets will be available at the AAPRCO registration desk in the Radisson Lackawanna Station Hotel from 5 to 7 PM on September 20 or at the Steamtown platform at 7:30 AM prior to departure.

SEPTEMBER 23: Photographers special on Pioneer Lines Scenic Railway out of Gettysburg, PA, for photo runbys on ex-Reading branch, sponsored by Baltimore Chapter, NRHS and Chesapeake Railway Association. With an F7 locomotive on each end, train leaves Gettysburg at 8 AM, returns about 12 Noon. Fare: \$65 per person. Order tickets from: Baltimore Chapter NRHS, c/o Paul Cockerham, 50 Glen Ridge Rd., Apt. C1, Glen Burnie, MD 21061-2963, enclosing stamped, self-addressed envelope.

SEPTEMBER 25: West Jersey Chapter, NRHS regular monthly meeting at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ, 7:30 PM. Program will be a Members Slide Night, in which members may screen 15 minutes (or 35 slides maximum) of slides. Slides should be pre-loaded into Carousel slide trays. Check West Jersey website: www.nellieby.com/westjersey for program information.

OCTOBER 14: "OcTrolleyFest 2006", a celebration of transportation heritage and community, will take place with trolley rides through 300 years of history in Darby, Yeadon, Colwyn and Southwest Philadelphia. Part of the day's events include dedication of historic market to the 1925 World Champion Hilldales of the Negro Baseball Leagues at Yeadon Plaza, site of the former Hilldale Park stadium. Complete information is available from: John Haigis, Coordinator, OcTrolleyFest 2006, 1006 Main St., Darby, PA 19023-1503. Telephone 610-583-0788 or visit website www.OcTrolleyFest.org.

OCTOBER 14: "Flaming Foliage Express" excursion from Harrisburg to Renovo, PA and return via Norfolk Southern's scenic Buffalo Line, sponsored by Harrisburg Chapter NRHS. Powered by Juniata Terminal's ex-Pennsy E8's #5711 and 5809, the Amtrak train will leave Harrisburg station at 7:30 AM, returning about 8 PM. This excursion is **SOLD OUT!**

OCTOBER 15: Special trolley excursion on SEPTA to celebrate 25th anniversary of the Kawasaki cars, sponsored by Friends of Philadelphia Trolleys. K-car #9000 will be used on a four-hour trip to include West Philadelphia lines, the diversion trackage and Route 15 on Girard Avenue. Fare: \$35.00 per person. Order tickets from: Harry Donahue, 103 Mulberry Court, Morgantown, PA 19543-8843. All proceeds will go to support Philadelphia trolleys in operating museums. For additional information, E-mail had2709@aol.com.

THROUGH APRIL 15, 2007: "A Moveable Feast: From the Farm to the Table by Train," exhibit at Railroad Museum of Pennsylvania, Strasburg, showing how the railroads have delivered food to Americans over the years, and how they served millions of passengers in their dining cars. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).



**Chattanooga Rails 2007
NRHS Convention
August 21-25, 2007
Chattanooga, TN**

Lansdale-Doylestown Line Marks 150 Years of Service

SEPTA's R5 Lansdale/Doylestown Line will mark 150 years of service to rail passengers on October 7, 2006.

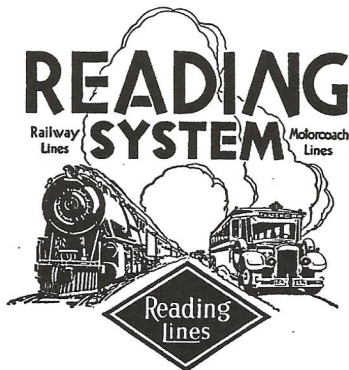
While no official SEPTA commemoration has been planned, the Lansdale Historical Society will mark the anniversary with a special community program, "A Town is Born", on Tuesday evening, September 12, 2006, at 7:30 PM in the Lansdale Parks and Recreation Building, Seventh Street and Lansdale Avenue in the Montgomery County borough. The Society does not charge admission to its meeting programs, but donations are appreciated.

In an article in the *North Penn Reporter* recently, Staff Writer Mark D. Marotta detailed some of the history of the North Pennsylvania Railroad for the newspaper's readers. Marotta had interviewed Lansdale Historical Society President Dick Shearer on the impact of rail service on Lansdale.

Shearer related there were about a half-dozen houses in what is now Lansdale, which is named for Philip Lansdale Fox, a surveyor for the North Penn Railroad. By the time Lansdale was incorporated as a borough a decade and a half later, there were between 500 and 750 residents in the town.

Service on the North Penn between Front and Willow Streets in Philadelphia and Gwynedd (Valley) was inaugurated on July 3, 1855, but full through service to Lansdale and Doylestown had to wait until the Gwynedd tunnel was completed in 1856.

Information about this program was provided to *Cinders* by Members John Almeida and Dale Woodland. Members are urged to attend the September 12 event, which should provide valuable information on what is now SEPTA's Main Line.



PHILADELPHIA EXPRESS

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secondary track runs nearby.....ABC News' "Primetime" TV program reportedly will air a segment entitled "Toxic Trains," focusing on the alleged dangers of transporting hazardous materials. As *Cinders* goes to press it was not known when the segment will be broadcast, but "Primetime" normally is scheduled at 10 PM on Thursdays (*Weekly Rail Review*).

Amtrak to the Delaware State Fair

by *Burton O. Eisenberg*

Have you ever taken the train to the Fair?? On Saturday, July 22, 2006, I had the opportunity to ride this Amtrak charter to the Delaware State Fair in Harrington and beyond. This enjoyable Amtrak charter is an annual event and is sponsored by Delaware DOT, Delaware Transit Corporation, Operation Lifesaver Delaware and the Delmarva Rail Passenger Association.

The train operates from Philadelphia, the nearest crew base and equipment terminal. Its departure from 30th Street Station, however, is a stealth operation, for there is no indication on the departure board and the ticket windows have no information on their screens, mandating phone calls and a whispered response, "Go to Stairway 9 at 8:45". At the stop of the stairs are personnel wearing bright tee-shirts labeled for the trip. You display the letter you've received from DART and you are handed an envelope containing your train and Fair tickets and your credit card receipt.

Reaching the platform, you find a seven-car Amfleet consist (coaches, Amcafe and business class car), with road diesels at each end of the train. Each car is reserved for a different boarding location, with the business class car for Philadelphia and Claymont passengers, and the front two cars for Newark. Because the train reverses direction enroute, seats in each coach face rearward. Departure is on the advertised time.

Leaving Philadelphia, the car hosts announce that the train is completely sold out. They proceed to give each passenger a plastic bag containing Fair maps, tourist railroad brochures, a railroad key ring and a 39-page souvenir booklet which really enhanced the trip for the first-time rider. Departing Wilmington, we use the track normally reserved for SEPTA's R2 Newark trains so that we may board passengers at Churchmans Crossing and Newark. At Newark, the Amtrak engineer switches to the rear unit and we reverse direction, shortly departing the Corridor and entering Norfolk Southern trackage. Once off the Corridor, our ticket stubs are collected to provide an accurate head count as well as for a drawing for door prizes: one pair round-trip tickets each from Wilmington to New York and Wilmington to Washington.

An NS pilot is on board for this portion of the trip, and beside the track are piles of old ties, giving witness to a major track project between Bear and Harrington. This work was completed so recently that a speed restriction in effect for the southbound trip was lifted on the return trip north. On our way south, we noted two cabooses on display, one an ex-South Shore Line in faded colors and the other a PRR cabin car in bright red paint. Station stops varied from the center of the grade crossing at Middletown to the former railroad station building at Wyoming.

As we approached the Fairgrounds stop, an announcement reminded passengers to "Please be ready for board this train at 5:15 PM. The next train to leave this station will be on July 21, 2007". Fair-going passengers were met by John Deere tractors pulling passenger trailers. After the Fair ticket stubs were collected, the tractors pulled everyone through the normal entrance gate, bypassing the lines there, to the bus lot outside of the casino. From there, you were on your own for the day.

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ODDS AND ENDS.....by Roy L. Hudson

(This column will appear from time to time to provide Cinders readers with some hopefully interesting, yet useful information which has been gathered from miscellaneous sources)

Some Good News: One of Roy's "clerks" was recently at Strasburg. The Strasburg Rail Road's GE 44-ton diesel #33 (ex-PRR) is in the early stages of upgrading and painting. But, the big news is that ex-Reading Camelback #1187 is in the shop and rebuilding progress is obvious. The 0-4-0 last operated in 1967 and if it steams up again it will be the only operating Camelback in the World! (P. R. Essel, Camden, NJ).....Did you know that local icon and original (1831) **John Bull** locomotive is at the Smithsonian in Washington, DC? Better yet, the Camden & Amboy (along today's NJT River Line) treasure is displayed on a section of Philadelphia & Reading's 1845 West Manayunk bridge that was the first made of iron in the US (Reading Company Information).....It was 100 years ago, in 1906, that Reading-Jersey Central dining car service was jointly inaugurated for the convenience of passengers. Also, in the same year, the CNJ passenger train operating between Jersey City and Atlantic City was renamed the **Atlantic City Flyer**; the famed **Blue Comet** would come some 20-plus years later (CNJ Historical Society).

Ross Capon of the National Association of Railroad Passengers says its members are alarmed at the ontime performance of Amtrak trains operating on CSX and Union Pacific. "It threatens repeat business and the very survival of the service," Capon said. Amtrak's Cliff Black donned his "kid gloves" in response, saying "we, too are very concerned about the handling of some of our trains and are working closely with the railroads to get some improvements." Meanwhile, as an example, on June 27 the eastbound **California Zephyr** arrived in Denver on UP ten-and-a-half hours late!! Burlington Northern Santa Fe then forwarded the train to Chicago, and only lost five more minutes in the process!.....Amtrak's **Downeaster** trains between Boston and Portland finished the recent year with a 31% increase in ridership, the biggest annual jump since the service was started in December 2001. It was also the largest increase for any service on the entire Amtrak system (*USA Today*).....Conrail Shared Assets has received permission from the Surface Transportation Board to abandon five miles of the Robbinsville Industrial Track between Washington and Hamilton Townships in Mercer County, NJ, effective July 6, 2006 (*Arkansas Railroader*).

It was 75 years ago, in 1936 that Baltimore Transit Company received 27 PCC streetcars from St. Louis Car Company, the first of what would eventually be a fleet of 275 cars. By 1956, there were only three trolley lines left (26-Sparrows Point, 15-Overlea and 8-Towson/Catonsville). After November 3, 1963, the bus ruled! (Samuel L. James and *Interchange*).....U. S. Naval Shipyard (Philadelphia) locomotive #2 was a 50-ton, 300-horsepower, side-rod diesel and was built by H. K. Porter Co. of Pittsburgh in 1940, construction number 7283. The NMRA's Kalmbach Memorial Library has the Kentlein-Porter Collection with U.S. Navy #2 and 20,000 other images readily accessible. Just "Google" the Library for more information (National Model Railroad Association).....In case you didn't know, those two ancient sunken locomotives located in 90 feet of water five miles off Long Branch, NJ are now in "Full Rights of Salvage" of the New Jersey Museum of Transportation (Pine Creek RR), Farmingdale, NJ. It is believed that a schooner, the **James Ward**, left Boston with the locos on deck. It ran aground and was towed

to New York Harbor, inspected and then dispatched south in December, 1854. The researchers are still looking for more clues (*Orderboard and Trainman's Gazette*).

Freight Railroad Snapshot Kansas City Southern (KSU on NYSE)

In 1887 Arthur Stilwell founded the railroad that is today's Kansas City Southern, a transportation holding company which owns and controls three major railroads: Kansas City Southern Railway Company (U.S.), Kansas City Southern de Mexico, S.A.de C.V. (former Tex Mex) – in Mexico, and the Panama Canal Railway Company. Today's system runs from south of Mexico City north to serve the metro areas of Dallas, New Orleans, Kansas City and points in ten U.S. states.

	2005 Statistics
Revenue (millions)	\$1,352.
Route miles (US)	3,226
(Mexico)	3,266
Locomotives (US)	646
(Mexico)	398
Rolling stock (US)	14,939
(Mexico)	13,420
Double track	143 miles
Kansas City Terminal Ry.	80 miles (16.6% owned)
Panama Canal Railway	47 miles (50% owned)
Texas Mexican Railway	157 miles (50% owned)

KCS's major classification yard is Deramus Yard in Shreveport, LA. In recent years, KCS also incorporated regional railroads Mid-South and Gateway Western into its system. More information is available by calling 816-983-1303 or logging on to www.kcsi.com, which is where this data is found.

The Chinese-built Qinghai-Tibet Railway is now in operation. About half of the 680-mile route is covered with permafrost with average yearly temperatures at freezing. Its highest point tops 16,400 feet, about 800 feet higher than the Lima-Huancayo line in Peru, making it the highest railway in the World (*The Economist*).....The World Soccer Cup was played in nine German cities. Not counting extra trams, subway trains and extra cars on regular runs, Deutsche Bahn ran more than 10,000 extra trains from June 9th through July 11th!! (*Today's Railways Europe*).....Experts at the Dominic Winter Auction House in Swindon, United Kingdom thought the old railroad ticket would bring a good price, but little did they know! The second-class single from Poole to Wimborne (seven miles) on the London & South Western or predecessor was issued on September 8, 1863. It finally sold for 3,250 pounds (or about \$4,300 US) and is believed to be a world record paid for a used railway ticket (*Heritage Railways Magazine*).

Early this summer the Union Pacific ran some "mortgage lifters". The biggest train was MSXCB-21, the "South Rocket" with locomotives UP 2216, 2416, 2404 with 127 loads and 27 empties. The monster train was rated at 16,879 tons and 8,911 feet in length (remember, a mile is 5,280 feet!), as it ran from Sioux City, IA to Council Bluffs. Trains similar in size are typical of "South Rocket" service. (*The Mixed Train*).....On September 4, 1941, the first Union Pacific 4-8-8-4 "Big Boy" steam locomotive was accepted from Alco (*Time Line*).....Is the longest tangent (straight) track in the United States still the 78.9-mile line on CSX

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ODDS AND ENDS (Continued from Page 9)

between Wilmington and Hamlet, NC?? (AAR).....The Alaska Railroad's locomotives no longer have to use expensive traction sand shipped from Wisconsin. The road now uses "Alaska Gold" which is a glass grit that is made locally from recycled waste glass. So far, the new material is performing well on the track, flows easily and does not cake as it feeds through the applicators (AAR *Community Ties*).

Recently, in the dark of night, someone drove a vehicle through the fence at the Lake Shore Railway Historical Society's museum grounds at North East, PA. The next day, barflies at the tavern directly across the street from the fence stood in the doorway and laughed and snickered while the North East Police examined the damage. Now you know the definition of "idiots" (Roy, from the *Lake Shore Timetable*).....Stay Off the Tracks Department: Patrick Deans, 18, was walking between parallel tracks on CSX in Springfield, MA when he saw a westbound train coming toward him. He moved over to the other track only to be struck from behind and killed by a Boston-bound freight! (*Steel Wheels*).....Massachusetts Bay Transportation Authority customers are allowed to ask for a refund when bus, subway or train service is 30 minutes late. Transit police say that after handing out more than \$1.3 million in refunds last year, they found that the on-time guarantee was being abused. The worst offenders - a Rhode Island man who submitted 521 fake claims worth \$6,000, some in the name of the man's deceased father, as well as a Whitman, MA family that had over \$2,000 in false claims, some in the name of their pet dog! Roy wonders about the MBTA bureaucrats that might have OK'd the claims for Fido Smith!! (*Cape Cod Rail Dispatch*).

Amtrak to the Delaware State Fair

by *Burton O. Eisenberg*

(Continued from Page 8)

For an additional \$15.00, the mileage collectors remained on the train as it changed direction again and ventured along NS's Indian River line to Georgetown, DE. The train returned to its Fair loading area at 5:10 PM for the 5:30 departure northward. Passengers were counted as they boarded the train, with the last two boarding to allow an on-time departure.

The northbound ride was smooth and we were running faster than the trucks on parallel US 30/Delaware 71 from Middletown almost to the Chesapeake and Delaware Canal.

Our only negative experience was the Amtrak café car employee. After boarding for the return trip, some of us went to the Amcafé while the train was standing, only to be told "There will be no service until departure." The attendant, after tending to some personal needs, sat at one of the tables until after departure, then spent additional time adjusting the cardboard food trays before opening for business. When I inquired as to the brand of hot dogs being sold, his response, without opening the refrigerator and looking, was "all beef". For our \$21.75 order, the attendant's tip was zero and, as soon as we reached the Northeast Corridor, the first announcement was "The café car is closing".

For those who have not taken this trip, make a note to contact DART at 1-800-652-DART next May and in July enjoy the "Rails to the Fair" train.

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